

50X1-HUM

CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

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COUNTRY	East Germany	REPORT	
SUBJECT	Wismut A.G., Object 90	DATE DISTR.	28 February 1955
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THE APPRAISAL OF CONTENT IS TENTATIVE.  
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- Between 8 and 17 July 1954, ore mining activities at Sorge/Settendorf were discontinued because of continuous rain fall. Ore mining was resumed at a normal level on 17 July.<sup>1</sup>
- Prior to 9 July, a daily average of about 60 carloads of ore was shipped from Truenzig to Crossen. After 17 July, daily railroad shipments temporarily dropped to 20 or 40 carloads. After a few days, shipments again increased to the normal average of 60 carloads in three shifts.
- Between 8 and 17 July, ore processing operations at Crossen were discontinued because of floods.<sup>2</sup>
- Ore loading operations at Ronneburg were conducted from the ramp at the railroad station and the ramp at the factory premises on the highway to Paitzdorf exclusively. On each of the three shifts worked, 12 to 15 fifteen-ton railroad cars were loaded with ore from Lichtenberg and Schmirschau. It was admitted that a previous statement, according to which more than 125 railroad cars had been loaded within a 24-hour period in early July 1954, was possibly exaggerated. The ore trains dispatched from Ronneburg include cars with grade II and grade III ore.
- On 10 June 1954, ore mining activities at Gauern were begun with three brigades of miners working two shifts. Ore mining has so far been done in an area measuring 12 x 60 meters. In the southwestern portion of the area, the ore lode was only 30 cm thick, but the lode is believed to be up to six meters thick in the center of the area. Grades II, III, and IV ore were mined. Grade IV ore was dumped on a heap. Grade II and III ore was loaded onto dump trucks by means of conveyor belts and then shipped to the loading ramp at the Gauern railroad station. The loading plant at the Gauern Mine was not yet in operation. Railroad tracks and a water supply installation were being constructed in the mine area by Object No 11. The ore testing station was in front of Dump No 1. From 12 to 15 fifteen-ton railroad cars were loaded daily. Railroad cars were made available at irregular intervals. The mine was guarded by mine police. There was no change in the work force of the mine.

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STATE	X	ARMY	Ev	X	NAVY	X	AIR	X	FBI		AEC	X		OSI	Ev	X
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6. The construction of a 15-meter elevator tower was completed at the Paitzdorf Central Mine. New workers were still being recruited for a new mine north of Erfurt, where open-pit operations were, allegedly, to be started.
7. The information that uranium ore shipments were allegedly made from Kirchberg railroad station is unfounded.<sup>4</sup>

8. It was allegedly determined at the Schneeberg loading point that trucks of Object 101 are marked with "M", trucks of Object 98 with "A".

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Comments:

1. It is believed that uranium ore mining activities were not suspended during the reported period but only reduced. A reduction of open-pit brown coal mining because of sustained rainfall was also reported on 8 July from the Czech district south of Sorge/Settenstedt.
2. Transportation reports from Aue, where most of the ore from Crossen is shipped, show a maximum of ore handled in July. It is therefore believed improbable that the ore processing plant at Crossen was actually closed between 8 and 17 July.

4. It was previously reported that such shipments had been made.

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